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Agenda
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**AIRPORT ADVISORY BOARD
MEETING
SANTA FE MUNICIPAL AIRPORT
TERMINAL BUILDING
121 AVIATION DRIVE
THURSDAY, JANUARY 3, 2013
4:00 PM**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF DECEMBER 6, 2012 MINUTES
5. PFC OVERVIEW- KENT FREIR
6. COUNTY CODE DISCUSSION- ELIZABETH HUNKE
7. AIRPORT REVIEW AND ASSOCIATED REPORTS:
 - AIRPORT ACTIVITY REVIEW
 - ATC TRAFFIC OPERATIONS/COUNTS REPORT
 - AIRPORT NOISE COMPLAINTS REPORT
 - AIRLINE ENPLANEMENT/DEPLANEMENT REPORT
 - MONTHLY AIRPORT REVENUE REPORT
8. ITEMS FROM THE FLOOR
9. ITEMS FROM THE BOARD
10. ITEMS TO BE DISCUSSED AT THE FEBRUARY 7, 2013 AIRPORT ADVISORY BOARD MEETING
11. ADJOURN

***REMINDER: ALL PRESENTATION ITEMS BE LIMITED TO 5 MINUTES**

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520, five (5) working days prior to meeting date.

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AIRPORT ADVISORY BOARD

January 3, 2013

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MINUTES OF THE
CITY OF SANTA FE
AIRPORT ADVISORY BOARD MEETING

January 3, 2013

CALL TO ORDER

A regular meeting of the City of Santa Fe Airport Advisory Board was called to order by Carolyn Cook, Chair at 4:00 p.m. on this date at the Santa Fe Municipal Airport Terminal Building, 121 Aviation Drive, Santa Fe, New Mexico.

ROLL CALL

Roll call indicated the presence of a quorum for conducting official business as follows:

MEMBERS PRESENT:

Carolyn Cook, Chair
Richard Allison, Vice Chair
Elizabeth Hunke
Bill Sauter
William Schmitt
Bob Talarczyk

MEMBERS ABSENT:

Mark Miller, excused

OTHERS PRESENT:

Lois Amadar, Administrative Assistant
Kent Freier, Molzen Corbin
Bill Aneshensel, Aviation Association
Jo Ann G. Valdez, Stenographer

APPROVAL OF AGENDA

Upon a motion by Ms. Hunke, second by Mr. Schmitt, members voted unanimously to approve the agenda as published.

APPROVAL OF DECEMBER 6, 2012 MINUTES:

Upon a motion by Mr. Allison, second by Ms. Hunke members voted unanimously to approve the Minutes of December 6, 2012 as submitted.

PFC OVERVIEW – KENT FREIER

Handouts:

Santa Fe Municipal Airport PFC Overview, Process and AIP, December 2012

{Exhibit "A"}

Santa Fe Municipal Airport Questions Regarding the Passenger Facility Charge (PFC) Program, December 2012

{Exhibit "B"}

FAA Funding History

{Exhibit "C"}

SAF-ROW-FMN Enplanements

{Exhibit "D"}

Mr. Freier presented the information from the handouts as follows:

- The Passenger Facility Charge (PFC) program allows commercial service airports to assess a fee against enplaning passengers for the purpose of funding FAA approved airport projects at the airport. Commercial service airports may request authority to assess a PFC of \$1, \$2, \$3, \$4 or \$4.50.
- Airports electing to impose a PFC may use the revenues for one or more of the following:
 - Pay all or part of the allowable cost of an FAA approved project
 - Pay debt service and financing costs associated with bond issuance.
 - Combine PFC funds with Federal Grant funds (e.g. AIP) to accomplish an approved project
 - Apply PFC funds to meet non-federal share of the cost of the projects funded under the Federal airport grant program.
- In order to be considered as an approved project, proposals must meet certain eligibility criteria, as outlined in Federal Regulation 14 CFR Part 158. Section 158.15 states that projects must address one or more of the following:
 - Preserve or enhance safety, security or capacity of the national air transportation system
 - Reduce noise or mitigate noise impacts resulting from an airport;
 - Present opportunities to enhance competition between or among air carriers. Section 158.17 establishes additional eligibility requirements for those locations wanting to impose fees of \$4.00 or \$4.50.

- Sister Airports that have PFC's are: Roswell and Farmington, perhaps Hobbs. Hobbs will become a sister airport in the near future and is "connected" to Santa Fe. They have regional jet service to Houston.

Roswell has regional jet service just like Santa Fe and started about the same time.

- Mr. Freier reviewed the number of enplanements for each of the airports noting that the Farmington Airport was the number two airport in the State in 1990 with over 70,000 enplanements and Santa Fe was the lowest airport with less than 10,000 enplanements in 1990. However in 2010, the Santa Fe Airport took over the number two spot in the State.
- Farmington has had PFC's in place for several years.
- Santa Fe is the only non-essential airport in the region that does not have PFC's.
- How they work:
Impose PFC's at \$1 and use that money to match FAA AIP funds. Currently, City uses bond funds to match; less paperwork and administrative expense.
- The Airport could float a bond issue to renovate the terminal (at an expense of \$3M). Use PFC's to pledge against that bond and use PFC funds to pay off bond.
- Use PFC funds to pay for an entire project, e.g. Runway 2-20 Lighting. PFC's not likely to cover that expense, unless loan or bond.
- The cost to implement PFC's is \$35,000 and this could be reimbursed by PFC charges. Molzen/Coffman could help the City with this. The administrative costs of having PFC's are unknown, but are estimated to be from \$20,000 to \$40,000.
- While the PFC program is complementary to Federal airport grant programs, there are limitations and restrictions. Most notably, medium and large hub airports that impose a PFC charge face a reduction in the AIP apportionment funds they would normally receive.

If the Airport chooses to implement PFC's, there is a possibility that this could reduce AIP funding. However, due to the size of the Santa Fe Airport, it is *not* likely that they will lose AIP funding.

- There are also regulatory requirements. The City must state what the PFC's will be used for, a specific project. There are also resolutions and applications to the FAA, etc.
- The following represents the significant steps that are necessary when requesting PFC funding for a project.

Formulation of PFC Projects

- Public agency develops a list of projects that will include PFC funds.
 - FAA meets with public agency on PFC projects, consultation, process, etc.
 - Public agency develops project description and financial data.
 - Public agency holds consultation meeting – agency must conduct meeting 30-45 days after date of notification.
 - Public agency notifies air carriers of consultation meeting.
 - Air carriers provide certification of agreement/disagreement no later than 30 days after consultation meeting.
- PFC application
 - Public agency prepares and submits PFC application
 - FAA reviews draft application
 - FAA receives final PFC application
- FAA Actions
 - FAA determines if application is substantially complete. This must occur within 30 days of receipt.
 - Airport Notification of Supplement to FAA. This must be made within 15 days of completeness finding (as needed).
 - FAA Review Period: This ends 120 days from date of receipt of application.
 - FAA files Notice for Publication in Federal Register.
 - Public Comment period ends 30 days after publication of notice.
 - FAA (Region) prepares Record of Decision if there is no controversy.
 - FAA (Washington) prepares Record of Decision if there is no controversy.
 - Application is approved/disapproved by Associate Administrator for Airports or Regional Division Manager on or before end of 120 day period.
- Approved PFC Application
 - Airport notifies air carriers of approval and informs them to begin

collection.

- Collection begins on 1st day of month, at least 60 days from carrier notification.
- Air carriers remit PFC's to airport monthly.
- Quarterly report filed by airport with FAA.

Mr. Freier reviewed the handout entitled "*Santa Fe Municipal Airport Questions regarding the Passenger Facility Charge (PFC) Program, December 2012*". Please see Exhibit "B" for the specifics of this presentation.

Mr. Freier said the PFC Program is an excellent way to enhance revenue and use the funds specifically for airport capital improvements which directly benefit both the air carriers utilizing the airport and the traveling public. This would not be unique, since a majority of commercial service airports in the U.S. have implemented PFC programs.

Mr. Freier reviewed the handout entitled "*FAA Funding History*" noting that Santa Fe Airport has received \$26,112,611 in FAA grant funding since 1994; Roswell has received \$16,570,217 in FAA grant funding since 1994; and Farmington has received \$16,373,767 in FAA grant funding since 1994.

Chair Cook asked if the airlines get a portion of the PFC fee.

Mr. Freier said the airlines are responsible for collecting the PFC's as part of the ticket price and are then required to submit the collected PFC's to the Airport Sponsor on a monthly basis. As compensation for collecting, handling, and remitting the PFC revenues, the collecting air carrier is entitled to retain a small portion of each PFC remitted. The Airport Sponsor is required to submit quarterly reports to the FAA which document the amount of PFC revenue submitted by the airlines, as well as how the airport spent the funds.

Mr. Freier noted that the collection period ends once the project has been completed and the amount approved for collection has been achieved. A subsequent application for additional projects and an extended collection period can be submitted at any time.

Mr. Allison suggested that someone from the Roswell or Farmington Airports be invited to attend a Board meeting to talk about PFC's further, possibly at the March meeting. Mr. Freier offered to check with them.

COUNTY CODE DISCUSSION – ELIZABETH HUNKE

Handout: Noise/height rules around KSAF {Exhibit "E"}

Ms. Hunke presented the information from Exhibit "E" noting that Santa Fe County (Stephen Ross) is writing a new County Code.

She noted that there is a city *voluntary* noise abatement ordinance for pilots and seven clear zone easements for Runways 02- 20, 15 and 33, which are height limitations only.

Ms. Hunke said the County has been putting notices of noise-impacted properties on subdivision plats, but they are not required to do this.

Ms. Hunke said there are Airport Land Use Regulations for Districts in the County Code and these restrict land uses in subzones based on compatible use lists. This refers to the 1980 Master Plan Map 6 (noise projection for 2000). There are also EZA height and clear zone restrictions, which refers to the 1980 Master Plan Map 7. However, the EZA has been repealed; therefore there is no enforcement.

Mr. Allison asked what EZA was.

Ms. Hunke said it stands for Extraterritorial Zoning Authority, but again, this joint City/County group has been repealed.

Ms. Hunke reported that the Airport Noise Overlay Zone is being proposed in the new County Land Use Code, which is based on the Orlando, Florida and Portland, Oregon land use codes. This does not apply to pre-existing residential/nonconforming use. Zone contours will automatically adjust if a new Noise Compatibility Study is done. The new County Land Use Code should be in final draft in May 2013.

AIRPORT REVIEW AND ASSOCIATED REPORTS:

AIRPORT ACTIVITY REVIEW

ATC TRAFFIC OPERATIONS/COUNTS REPORT

AIRPORT NOISE COMPLAINTS REPORT

AIRLINE ENPLANEMENT/DEPLANEMENT REPORT

MONTHLY AIRPORT REVENUE REPORT

Memorandum dated January 3, 2013 to the Airport Advisory Board from Jim Montman; Aviation Division Director was distributed and reviewed.

[A copy is incorporated to these Minutes as Exhibit "F".]

Ms. Amador noted that she added Great Lake's numbers for enplanements and deplanements.

Mr. Allison asked how Great Lakes is doing-are the planes full going to Denver?

Ms. Amador said she does not know if they have been full but their business seems to be going good and they seem to be busy. She said they have great customer service.

Mr. Allison asked if the City or Great Lakes is doing any advertising.

Ms. Amador said Great Lakes and the Airport were both doing some advertising.

Ms. Amador noted that there were no noise complaints in the month of December.

Ms. Amador reported that there is a leak between the Airport and the TSA security area; she called the City's Property Control office and they cannot do anything now because the roof canal is frozen.

She mentioned that some of the Board Members' (William Schmitt, Elizabeth Hunke and Bill Sauter) terms are expiring in February. They were asked to submit a letter of interest if they want to continue serving on the Board.

Mr. Freier said there is no update on the TSA lease.

Mr. Freier gave an update on the grants noting that FAA is looking for two new grants: one for Taxiway F and one to cover the costs of the LED lighting for Runway 2/20.

Mr. Freier reported that the Airport received the CD of the final version of the Wildlife Hazard Assessment report. It will now go to FAA for approval.

Mr. Freier said the Taxiway A construction project (Phase 2) is complete.

Ms. Amador gave an update on the Tower Lease Agreement noting that they are still working on this.

Mr. Freier reported that the Tristate Careflight plan (hangar) is moving forward.

Ms. Amador mentioned that the Civil Air Patrol is working on the lease to use the Fire Department trailer.

Mr. Freier reported that American Eagle and TSA are interested in the north building to use for their administrative offices.

Mr. Freier said they have taken care of the electrical circuits for Runway 02/20. He noted that the completion date for Runway 10-28 MIRL project is sometime in April. However, they are ahead of schedule.

ITEMS FROM THE FLOOR

Mr. Aneshensel distributed copies of the final history document for the Airport. {Please see Exhibit "G" for the specifics.}

Mr. Aneshensel noted that the Aviation Association will be holding their Board meeting on January 12th where they will be electing officers and sketching out the plans for the year.

ITEMS FROM THE BOARD

Copies of the job description for the Airport Manager were distributed.

ITEMS TO BE DISCUSSED AT THE FEBRUARY 7, 2013 AIRPORT ADVISORY BOARD MEETING

- 1) Representative from Great Lakes to talk about PFC's

ADJOURNMENT

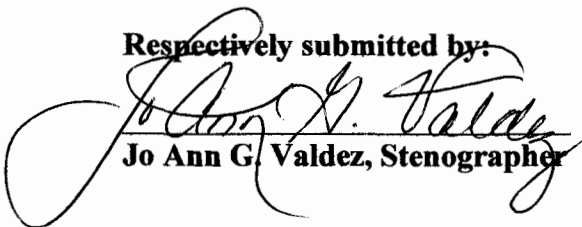
The next meeting of the Board will be held on February 7, 2013.

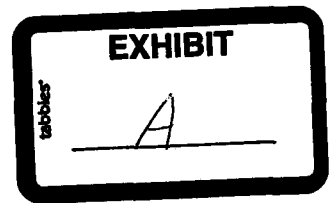
There being no further business to come before the Board, Ms. Hunke made a motion to adjourn the meeting, second by Mr. Schmitt, the meeting was adjourned at 5:30 p.m.

Approved by:


Carolyn Cook, Chair

Respectively submitted by:


Jo Ann G. Valdez, Stenographer



Santa Fe Municipal Airport PFC Overview, Process, and AIP December 2012

PFC Overview

The Passenger Facility Charge (PFC) program allows commercial service airports to assess a fee against enplaning passengers for the purpose of funding FAA approved airport projects at that airport. U.S. Code 49 U.S.C. Section 40117 authorizes the collection of this fee. Commercial service airports may request authority to assess a PFC of \$1, \$2, \$3, \$4 or \$4.50 on revenue passengers enplaned at their airport. Commercial service airports are public-use airports that enplane 2,500 or more passengers a year.

Authorized Use of PFC Funds

Airports electing to impose a PFC may use the revenues for one or more of the following:

- Pay all or part of the allowable cost of an FAA approved project
- Pay debt service and financing costs associated with bond issuance
- Combine PFC funds with Federal Grant funds (e.g. AIP) to accomplish an approved project
- Apply PFC funds to meet non-federal share of the cost of projects funded under the Federal airport grant program

PFC Project Eligibility

In order to be considered as an approved project, proposals must meet certain eligibility criteria, as outlined in Federal Regulation 14 CFR Part 158. Section 158.15 states that projects must address one or more of the following:

- Preserve or enhance safety, security or capacity of the national air transportation system
- Reduce noise or mitigate noise impacts resulting from an airport;
- Present opportunities to enhance competition between or among air carriers.

Section 158.17 establishes additional eligibility requirements for those locations wanting to impose fees of \$ 4.00 or \$ 4.50.

PFC Restrictions

While the PFC program is complementary to Federal airport grant programs, there are limitations and restrictions. Most notably, medium and large hub airports that impose a PFC charge face a reduction in the AIP apportionment funds they would normally receive. Refer to FAA Order 5500.1 for complete requirements regarding reduction of AIP apportionments.

PFC Process

The following represents the significant steps that are necessary when requesting PFC funding for a project.

Formulation of PFC Projects

- Public agency develops a list of projects that will include PFC funds.
- FAA meets with public agency on PFC projects, consultation, process etc...(optional).
- Public agency develops project description and financial data.

- Public agency notifies air carriers of consultation meeting.

Consultation Meeting

- Public Agency holds consultation meeting - Agency must conduct meeting 30-45 days after date of notification.
- Air carriers provide certification of agreement/disagreement no later than 30 days after consultation meeting.

PFC Application

- Public agency prepares and submits PFC application
 - FAA reviews draft application (optional, but recommended for quicker review and approval).
- FAA receives final PFC application.

FAA Actions

- FAA Determines if Application is Substantially Complete - This must occur within 30 days of receipt.
- Airport Notification of Supplement to FAA - This must be made within 15 days of completeness finding (as needed).
- FAA Review Period - This ends 120 days from date of receipt of application.
- FAA Files Notice for publication in Federal Register.
- Public Comment period ends 30-days after publication of notice.
- FAA (Region) prepares prepared Record of Decision if there is no controversy.
- FAA (Washington) prepares Record of Decision if there is controversy.
- Application is approved/disapproved by Associate Administrator for Airports or Regional Division Manager on or before end of 120 day period.

Approved PFC Applications

- Airport notifies air carriers of approval and informs them to begin collection.
- Collection begins on 1st day of month, at least 60 days from carrier notification.
- Air carriers remit PFCs to airport monthly.
- Quarterly report filed by airport with FAA.

PFC and the AIP

The following information addresses the relationship and differences between the PFC program and the AIP program.

Projects Funded By PFC and AIP

- Public agencies are authorized to use PFC revenue as a matching local share of an AIP project
- While PFC revenue can be used to pay debt service, Sponsors **may not** use AIP funds for this purpose
- Large and Medium airports that impose a PFC charge may incur a reduction in AIP apportionments. Refer to Chapter 5 of FAA Order 5500.1 for additional information
- Whenever PFC revenues, in any amount, are commingled with an AIP funded project, the Federal statutory and regulatory requirements of the AIP shall apply to all funds within the project.

Projects Funded Solely by PFC Revenue

- Projects must meet one or more of the objectives of Part 158.15(a). Specifically, the project must
 1. Preserve or enhance safety, security or capacity of the national air transportation system;
 2. Reduce noise or mitigate noise impacts that result from the airport; or
 3. Furnish opportunities for enhanced competition between or among air carriers.
- Additional requirements exist for imposition of PFC's above \$3.00.
- Projects funded solely by PFC revenues are not subject to the same Federal Statutory and Regulatory provisions of an AIP funded project. Specifically, the following requirements would not apply to project funded solely by PFC:
 - Davis Bacon Act
 - Disadvantaged Business Enterprise
 - Buy American Preferences



**Santa Fe Municipal Airport
Passenger Facility Charges (PFC) Discussion
01/03/13**

1. Sister Airports

ROW and FMN, perhaps HOB

FMN has had PFC's in place for several years.

ROW has RJ Service just like SAF. Started about the same time. AEG to DFW.

HOB will become a sister airport in the near future and is "connected" to SAF. They have RJ Service to Houston. Want to tag onto RJ Service to DEN.

2. Enplanements

Graph of Enplanements at SAF, ROW, and FMN.

FMN in 1990 was #2 in the state with 1900's to PHX, SLC, and DEN.

SAF now #2 with RJ's to DFW, LAX and 1900's to DEN. Soon to be RJ to DEN. FMN #'s down.

3. Money

SAF Funding history vs. FMN and ROW.

Do PFC's reduce AIP funds? Don't know. Law says yes. Airports these size, maybe not. But maybe.

4. If you choose to implement PFC's, how much will it cost?

\$35,000. Reimbursed by PFC charges. Molzen/Coffman can help the City with this.

Then annual administrative costs. Unknown.

5. How much are PFC's. How much are PFC's? \$4.50 is the current maximum. \$1, \$2, \$3, \$4 and \$4.50 stipulated by law.

6. Regulatory requirements. City must state what the PFC's will be used for, a specific project. Resolutions, applications to FAA, etc.

7. When should one start using PFC's? Not certain.
8. Will PFC's hurt the airport's ability to secure AIP funding? Probably not at SAF's size, definitely will hurt at ABQ size. Law says it will hurt AIP funding. Negotiations with current FAA leaders might result in "You do it with your PFC's".

9. How will they work:

Impose PFC's at \$1 and use that money to match FAA AIP funds. Currently City uses City bond funds to match, much less paperwork and administrative expense.

Float a bond issue to renovate terminal at an expense of \$3M. Use PFC's to pledge against that bond, use PFC funds to pay off bond.

Use PFC funds to pay for an entire project, e.g. Runway 2-20 Lighting. PFC's not likely to cover that expense, unless loan or bond.

Administrative costs and requirements.

**SANTA FE MUNICIPAL AIRPORT
QUESTIONS REGARDING THE
PASSENGER FACILITY CHARGE (PFC) PROGRAM
DECEMBER 2012**

- **WHAT IS A PASSENGER FACILITY CHARGE?**

Congress enacted laws in 1990 and 2000 that permit public agencies which control a commercial service airport to impose a fee of \$1, \$2, \$3, \$4, or \$4.50 on revenue passengers enplaned at such an airport. These fees are to be used by the airport to fund FAA approved airport improvement projects.

- **WHAT TYPES OF PROJECTS CAN PFC'S BE USED FOR?**

PFC's can be used for all, or a portion of, projects that are eligible for FAA funding. The project must, 1) preserve or enhance capacity, safety, or security; 2) reduce noise; or 3) furnish opportunities for enhanced competition.

- **WHAT IS REQUIRED FOR AN AIRPORT TO COLLECT PFC'S?**

- 1) The Airport Sponsor must submit to the FAA an application for authority to impose a PFC.
- 2) The application must contain the information, and be in the form required by regulation, as developed by the FAA.
- 3) Before submission of the application, the Airport Sponsor must provide reasonable notice to, and an opportunity for consultation with, air carriers operating at the airport.
- 4) After receiving the application, the FAA must provide notice and an opportunity for comment on the application by air carriers and interested persons.
- 5) A PFC may only be imposed if the FAA approves an application for authority to impose the PFC. The FAA has 120 days from receipt of an application to render a final decision. A streamlined process is also available for non-hub commercial service airports.

- **HOW LONG CAN AN AIRPORT COLLECT A PFC?**

In general, the collection period ends once the project(s) have been completed and the amount approved for collection has been achieved. A subsequent application for additional projects and an extended collection period can be submitted at any time.

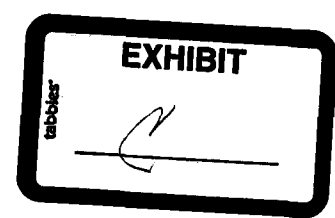
- **WHO COLLECTS AND ACCOUNTS FOR THE PFC'S?**

The airlines are responsible for collecting the PFC's as part of the ticket price and are then required to submit the collected PFC's to the Airport Sponsor on a monthly basis. As compensation for collecting, handling, and remitting the PFC revenues, the collecting air carrier is entitled to retain a small portion of each PFC remitted. The Airport Sponsor is required to submit quarterly reports to the FAA which document the amount of PFC revenue submitted by the airlines, as well as how the airport spent the funds.

- **WHY SHOULD THE AIRPORT SPONSOR COLLECT PFC'S?**

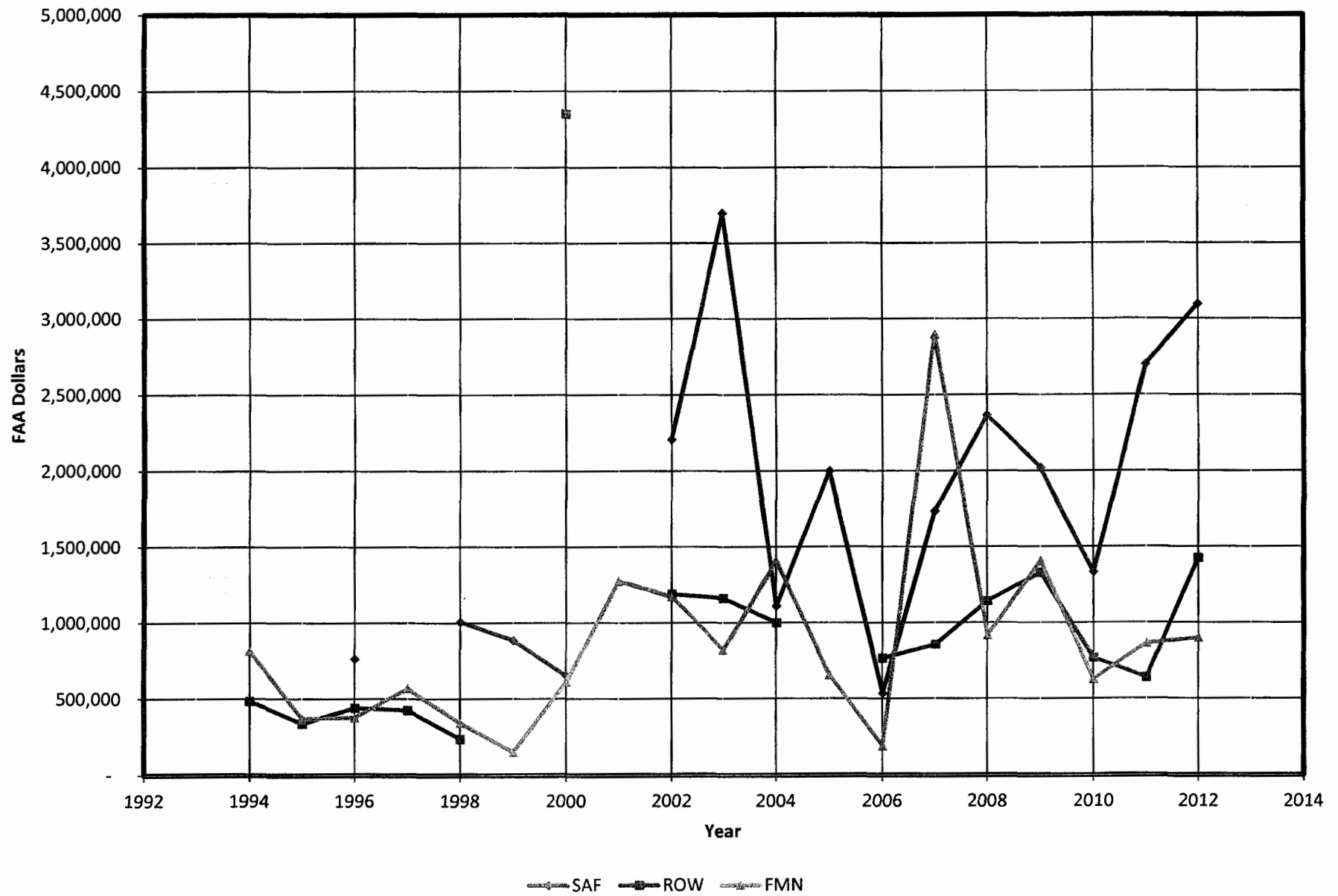
The PFC program is an excellent way to enhance revenue and use the funds specifically for airport capital improvements which directly benefit both the air carriers utilizing the airport and the traveling public. This would not be unique, since a majority of commercial service airports in the U.S. have implemented PFC Programs.

GRANT
FAA Funding History

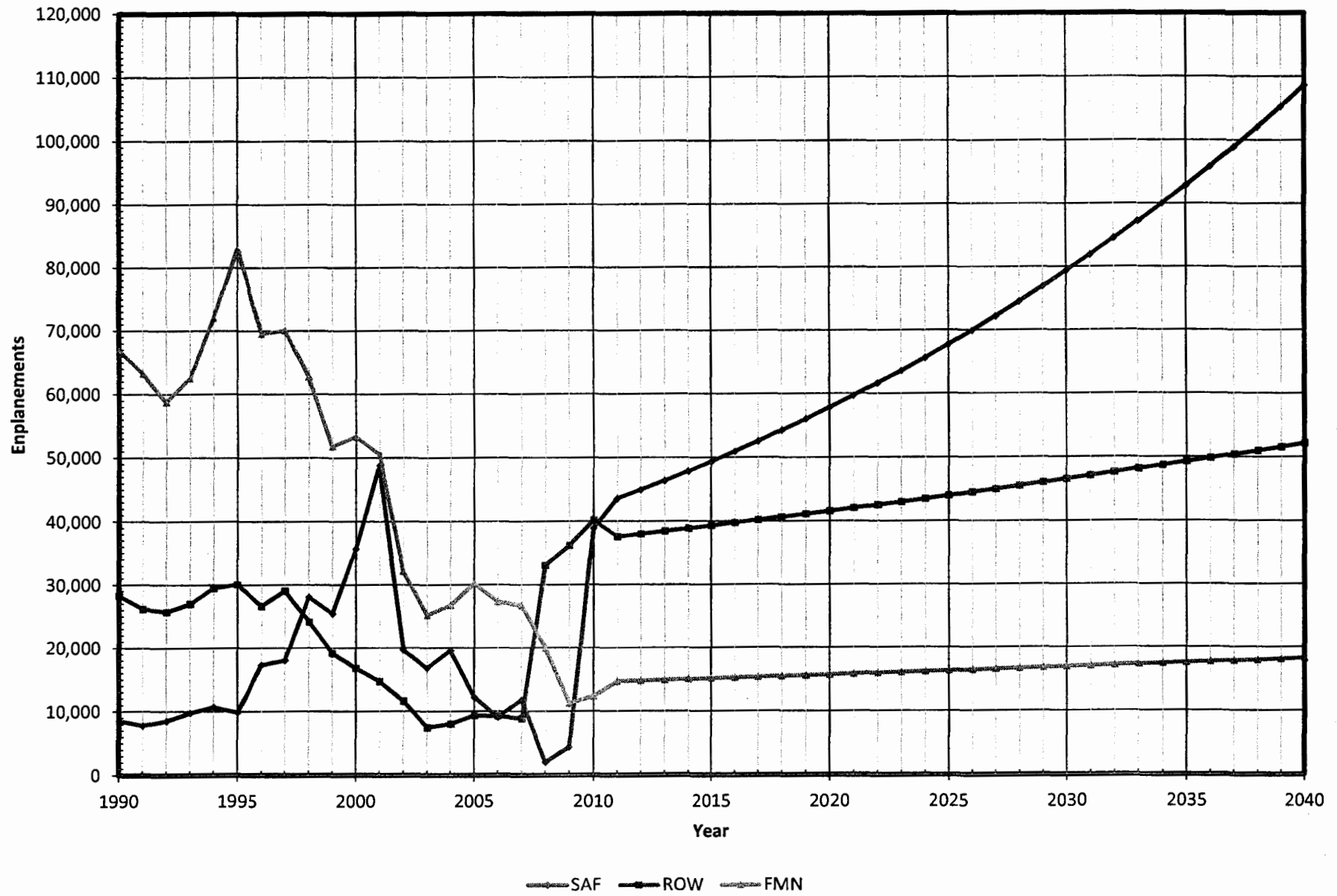


	SAF	ROW	FMN
1994		488,100	814,150
1995		340,186	372,364
1996	761,943	443,948	378,990
1997		428,359	568,570
1998	1,005,841	240,768	343,688
1999	883,697		153,981
2000	650,000	4,352,310	612,729
2001			1,273,952
2002	2,207,958	1,188,577	1,170,833
2003	3,700,000	1,161,423	818,513
2004	1,110,200	1,000,000	1,406,986
2005	2,000,000		654,616
2006	535,028	764,627	192,165
2007	1,736,142	856,830	2,897,980
2008	2,367,506	1,142,545	917,292
2009	2,021,111	1,329,436	1,407,249
2010	1,332,400	767,111	627,000
2011	2,701,187	639,888	863,607
2012	3,099,598	1,426,109	899,102
Total	26,112,611	16,570,217	16,373,767

FAA Funding History



SAF-ROW-FMN Enplanements





Noise/height rules around KSAF

Current and continuing

- voluntary noise abatement ordinance for pilots (city)
- 7 clear zone/aviation easements (runway 2, 20, 15, 33 ends)
 - height limitations only - *nothing about NOISE*

Current

- notices of noise-impacted properties on subdivision plats (county)
- Airport Land Use Regulation Districts (county code 1992-1)
 - subzones 65-70 dBA, 70-75 dBA, >75 dBA
 - restricts land uses in subzones based on compatible use lists
 - refers to 1980 master plan Map 6 (noise projection for 2000)
- EZA height and clear zone restrictions
 - refers to 1980 master plan Map 7
- ✕ - repealed

Proposed for new county land use code

- Airport Noise Overlay Zone
 - ✕ based on Orlando FL and Portland OR land use codes
 - create map with GIS overlays
 - ✕ does not apply to pre-existing residential/nonconforming use
 - height and clear zone restrictions a la EZA
 - subzones 55-60 DNL, 60-65 DNL, >65 DNL
 - refer to 14 CFR Part 150 Noise Compatibility Study
 - ✕ ○ automatically adjust zone contours if new study is done
 - all zones: noise disclosure statement required
 - ✕ ○ 60-65 DNL: require noise easement and insulation
 - >65 DNL: prohibit new residential construction, hospitals, schools, etc
 - conditional-use permit available to hospitals, schools, etc

Final in May -

City of Santa Fe, New M

memo

DATE: JANUARY 3, 2013

TO: AIRPORT ADVISORY BOARD

FROM: JIM MONTMAN, AVIATION DIVISION DIRECTOR

RE: AIRPORT REVIEW REPORTS

The following reports will be passed out at the meeting since the data is not available until after the last day of each month:

- 1) ATC traffic operations counts
- 2) Airport noise complaints - *No Noise Complaints in Dec.*
- 3) Airline enplanement/deplanement
- 4) Monthly airport revenue

SANTA FE MUNICIPAL AIRPORT
MONTHLY FINANCE REPORT

				SANTA FE MUNICIPAL AIRPORT							
				MONTHLY FINANCE REPORT							
REVENUE ACCOUNT		JAN-12	FEB-12	MAR-12	APR-12	MAY-12	JUN-12	JUL-12	AUG-12	SEPT-12	
Airport Land Rent		\$ 95,518.42	\$ 6,721.76	\$ 6,721.76	\$ 6,721.76	\$ 6,721.76	\$ 6,721.76	\$ 11,041.76	\$ 6,721.76	\$ 6,721.76	
Airport Tiedown Fees		\$ 4,364.50	\$ 2,034.75	\$ 3,329.50	\$ 2,668.25	\$ 3,356.25	\$ 3,461.00	\$ 3,470.50	\$ 6,772.50	\$ 4,879.00	
Airport Landing Fee		\$ -	\$ -	\$ -	\$ 20,770.61	\$ 45,892.98	\$ 15,924.03	\$ 39,385.61	\$ 19,522.59	\$ 18,163.46	
Airport Parking Fees		\$ 4,540.00	\$ 2,967.00	\$ 4,032.00	\$ 4,587.00	\$ 5,671.00	\$ 6,523.00	\$ 4,461.00	\$ 4,516.00	\$ 4,711.00	
Airport Fuel Flowage Fees		\$ 19,097.92	\$ 10,140.02	\$ 8,389.68	\$ 10,475.17	\$ 10,772.55	\$ 11,263.20	\$ 13,016.25	\$ 16,530.74	\$ 16,978.64	
Airport GRT Sales		\$ 10,593.54	\$ 2,541.82	\$ 2,658.03	\$ 6,402.60	\$ 12,065.09	\$ 3,533.28	\$ 2,724.52	\$ 4,256.14	\$ 5,946.63	
Airport Car Rental Fees		\$ 20,483.82	\$ 5,742.01	\$ 13,419.77	\$ 21,928.93	\$ 7,152.04	\$ 8,592.91	\$ 31,250.87	\$ 31,213.85	\$ 26,407.13	
Airport Misc. Revenue			\$ -	\$ 5.00	\$ 50.00	\$ 5.00		\$ -	\$ 60.00		
Airport Gate Fees		\$ -	\$ -	\$ -	\$ 1,328.80	\$ -	\$ 3,376.50	\$ 8,127.60	\$ 2,802.00	\$ 2,252.00	
Airport Terminal Rent (Airline)		\$ 4,581.15	\$ 4,513.34	\$ 1,013.34	\$ -	\$ 2,026.68	\$ 1,013.34	\$ 2,972.46	\$ 1,013.34	\$ 1,013.34	
Airport Terminal Rent (Concession)		\$ 9,655.97	\$ 3,657.10	\$ 2,618.51	\$ 1,597.80	\$ 10,255.44	\$ 157.10	\$ 1,961.34	\$ 7,041.51	\$ 9,862.79	
Fire Protection Fee		\$ -	\$ -	\$ -	\$ 6,923.54	\$ -	\$ 8,535.98	\$ 18,436.55	\$ 6,507.53	\$ 5,087.33	
Airline Security Fee		\$ -	\$ -	\$ -	\$ 3,063.42	\$ -	\$ 3,800.91	\$ 7,701.41	\$ 2,212.47	\$ 2,212.47	
Airline Equipment Fee		\$ -	\$ -	\$ -	\$ 6,905.00	\$ -	\$ 5,700.00	\$ -	\$ 3,185.00	\$ 2,450.00	
Sales of Fixed Assets											
Interest											
MONTHLY TOTAL:		\$ 168,835.32	\$ 38,317.80	\$ 42,187.59	\$ 93,422.88	\$ 103,918.79	\$ 78,603.01	\$ 144,549.87	\$ 112,355.43	\$ 106,685.55	
REVENUE ACCOUNT		OCT-12	NOV-12	DEC-12	JAN-13	FEB-13	MAR-13	APRIL-13	MAY-13		
Airport Land Rent		\$ 7,016.06	\$ 6,721.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport Tiedown Fees		\$ 5,856.75	\$ 5,096.75	\$ 4,145.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Landing Fee		\$ 29,210.45	\$ 15,794.40	\$ 10,832.73	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport Parking Fees		\$ 9,269.08	\$ 7,664.86	\$ 6,348.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Fuel Flowage Fees		\$ 13,527.05	\$ 12,656.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport GRT Sales		\$ 6,217.26	\$ 2,776.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Car Rental Fees		\$ 30,834.96	\$ 10,710.48	\$ 5,828.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Airport Misc. Revenue		\$ 46.00	\$ 20.00	\$ 10.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport Gate Fees		\$ 2,454.00	\$ 1,522.50	\$ 2,454.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport Terminal Rent (Airline)		\$ 1,013.34	\$ 1,013.34	\$ 1,013.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airport Terminal Rent (Concession)		\$ 16,897.53	\$ 15,897.75	\$ 1,281.27	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fire Protection Fee		\$ 5,264.80	\$ 3,610.91	\$ 5,264.80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airline Security Fee		\$ 2,344.84	\$ 2,212.47	\$ 2,344.84	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airline Equipment Fee		\$ 3,910.00	\$ 3,340.00	\$ 3,910.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Sales of Fixed Assets											
Interest											
MONTHLY TOTAL:		\$ 133,862.12	\$ 89,038.08	\$ 43,433.54	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

AMERICAN EAGLE
ENPLANEMENTS/DEPLANEMENTS

2009

<u>MONTH</u>	<u>ENPLANE</u>	<u>DEPLANE</u>	<u>TOTAL</u>
JAN	0	0	0
FEB	0	0	0
MARCH	0	0	0
APRIL	0	0	0
MAY	0	0	0
JUNE	689	769	1458
JULY	1231	1283	2514
AUGUST	1312	1257	2569
SEPT	1159	1131	2290
OCT	1144	1118	2262
NOV	1571	1577	3148
DEC	<u>2646</u>	<u>2766</u>	<u>5412</u>
TOTALS	9752	9901	19653

2010

<u>MONTH</u>	<u>ENPLANE</u>	<u>DEPLANE</u>	<u>TOTAL</u>
JAN	2488	2146	4634
FEB	2500	2465	4965
MARCH	3724	3972	7696
APRIL	3688	3492	7180
MAY	4051	4216	8267
JUNE	4584	4958	9542
JULY	4581	4903	9484
AUGUST	4425	4504	8929
SEPT	3346	3444	6790
OCT	3695	3554	7249
NOV	3322	3235	6557
DEC	<u>2937</u>	<u>3030</u>	<u>5967</u>
TOTALS	43341	43919	87260

AMERICAN EAGLE
ENPLANEMENTS/DEPLANEMENTS

2011

<u>MONTH</u>	<u>ENPLANE</u>	<u>DEPLANE</u>	<u>TOTAL</u>
JAN	2608	2399	5007
FEB	2528	2392	4920
MARCH	3107	3096	6203
APRIL	3428	3533	6961
MAY	4028	3957	7985
JUNE	4468	4764	9232
JULY	5527	5962	11489
AUGUST	5080	5146	10226
SEPT	3112	3200	6312
OCT	3844	3544	7388
NOV	2970	2859	5829
DEC	<u>2456</u>	<u>2758</u>	<u>5214</u>
TOTALS	43156	43610	86766

2012

<u>MONTH</u>	<u>ENPLANE</u>	<u>DEPLANE</u>	<u>TOTAL</u>
JAN	2704	2431	5135
FEB	2466	2372	4838
MARCH	2955	3033	5988
APRIL	3595	3716	7311
MAY	4530	4427	8957
JUNE	4726	5262	9988
JULY	5404	5946	11350
AUGUST	5303	5419	10722
SEPT	4413	4374	8787
OCT	4814	4745	9559
NOV	2958	2844	5802
DEC	<u>2799</u>	<u>3007</u>	<u>5806</u>
TOTALS	46667	47576	94243

**GREAT
LAKES**

<u>ENPLANE</u>	<u>DEPLANE</u>	<u>TOTAL</u>
362	349	711

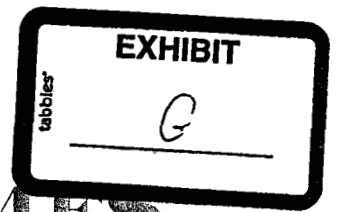
2011 SANTA FE MUNICIPAL AIRPORT OPERATIONS

	ITINERANT				LOCAL			COMBINED OPERATIONS	SAME MONTH LAST YR	
MONTH	Air Taxi	Gen. Avia	Military	Total Itinerant	Civil	Military	Total Local	TOTAL	DIFFERENCE	MONTH
Jan -11	347	490	68	905	4325	568	4893	5798	740	Jan -11
Feb -11	349	416	91	856	3170	513	3683	4539	-897	Feb -11
Mar -11	421	465	74	960	4484	596	5080	6040	-91	Mar -11
Apr -11	420	523	47	990	3368	207	3575	4565	-958	Apr -11
May -11	530	556	69	1155	4387	181	4568	5723	-629	May -11
Jun -11	513	659	49	1221	4912	324	5236	6457	-356	Jun -11
Jul -11	666	711	22	1399	5568	183	5751	7150	35	Jul -11
Aug -11	651	692	72	1415	4785	360	5145	6560	-630	Aug -11
Sept -11	495	673	55	1223	3998	286	4284	5507	-2124	Sept -11
Oct -11	486	642	87	1215	4633	208	4841	6056	-467	Oct -11
Nov -11	411	466	30	907	3942	251	4193	5100	-961	Nov -11
Dec -11	390	443	44	877	2481	159	2640	3517	-2076	Dec -11
TOTALS	5679	6736	708	13123	50053	3836	53889	67012		
TOTAL OPERATIONS DIFFERENCE FROM LAST YEAR, TO DATE								-8414		

2012 SANTA FE MUNICIPAL AIRPORT OPERATIONS

	ITINERANT				LOCAL			OPERATIONS	LAST YR	
MONTH	Air Taxi	Gen. Avia	Military	Total Itinerant	Civil	Military	Total Local	TOTAL	DIFFERENCE	MONTH
Jan -12	389	465	85	939	3893	400	4293	5232	-566	Jan -12
Feb -12	371	389	111	871	3259	252	3511	4382	-157	Feb -12
Mar -12	414	427	92	933	3882	292	4174	5107	-933	Mar -12
Apr -12	426	387	58	871	3371	187	3558	4429	-136	Apr -12
May -12	503	469	66	1038	4222	252	4474	5512	-211	May -12
Jun -12	489	507	54	1050	4527	323	4850	5900	-557	Jun -12
Jul -12	692	653	65	1410	4328	337	4665	6075	-1075	Jul -12
Aug -12	627	751	56	1434	4660	482	5142	6576	16	Aug -12
Sept -12	548	563	65	1176	4015	365	4380	5556	49	Sept -12
Oct -12	461	626	69	1156	4248	426	4674	5830	-226	Oct -12
Nov -12	435	455	67	957	4243	512	4755	5712	612	Nov -12
Dec -12	616	412	42	1070	3771	306	4077	5147	1630	Dec -12
TOTALS	5971	6104	830	12905	48419	4134	52553	65458		
TOTAL OPERATIONS DIFFERENCE FROM LAST YEAR, TO DATE								-1554		

ID	Area of Complaint	Date of Incident	Time of Incident	Nature of Complaint	Street	Disposition/Call back	Day of Week
599		07/07/11	PM	noise	Camino Placitas	07/11/2011	Thursday
600	Agua Fria	07/10/11	PM	noise	Willow Way	07/11/2011	Sunday
601	las campanas	07/10/11	PM	noise	Holly hock cir	07/11/2001	Sunday
602	south sf	07/12/11	AM	noise	synargia ranch rd	07/11/2011	Sunday
603	las campanas	07/13/11	PM	noise	Holly hock cir	07/14/2011	Wednesday
604	mutt nelson	07/22/11	AM	noise	Camino de Viento	07/25/2001	Monday
605	Alameda	08/01/11	AM	noise	Camino Vista Verde	08/01/2011	Monday
606	CR 62	08/22/11	AM	noise	Vereda Corta	08/22/2011	Monday
607	eldorado	08/27/11	noon	noise/low	Mago	08/29/2011	Saturday
608	la cienega	09/01/11	AM	noise	La mesita del rey	09/01/2011	Thursday
609	la cienega	09/30/11	PM	noise	caminito vigil	09/30/2011	Friday
610	NONE OCT 2011						
611	Tierra Contenta	11/18/11	PM	noise	Jaguar Dr	11/28/2011	Friday
612	NONE DEC-2011						
613	NONE JAN-FEB						
614	El Dorado	03/03/12	PM	noise	ElDorado	03/03/2012	Saturday
615	Tierra Contenta	05/11/12	AM	noise	Camino Rojo	05/14/2012	Friday
616	Bellamah	05/23/12	AM	noise	Clark Rd	05/23/2012	Wednesday
617	El Dorado	05/28/12	AM	noise	Herrada Rd	05/29/2012	Monday
618	Cienega	06/27/12	AM	noise	calle corto	07/02/2012	Wednesday
619	Agua Fria village	06/27/12	PM	noise	Agua Fria Village	07/02/2012	Wednesday
620	la cienega	07/06/12	AM	noise	los pinos	07/06/2012	Friday
621	pacheco st	07/07/12	AM	noise	1345 pacheco	07/09/2012	Saturday
622	la cienega	07/09/12	AM	noise	?	07/09/2012	Monday
623	la cienega	07/30/12	AM	noise	la mesita de rey	07/30/2012	Monday
624	downtown	08/07/12	AM	noise		8/07/2012	Tuesday
625	la cienega	08/19/12	AM	noise	calle debra	8/20/2012	Sunday
626	cerrillos rd	08/21/12	PM	noise	Quapaw	8/21/2012	Tuesday
627	NONE SEPT 2012						
628	la cienega	10/15/12	PM	noise and low flying	Camino Rojo and Valentine Way	10/16/2012	Tuesday
629	la cienega	11/07/12	PM	Osprey plane making too much noise	Winding Ridge Loop	11/07/2012	Wednesday
	NONE DEC- 2012						



SANTA FE WELCOMES THE NEW MEXICO CENTENNIAL AIR TOUR



THE HISTORY OF SANTA FE AIRPORT

The Santa Fe Airport is located about nine miles southwest of downtown Santa Fe, the oldest Capital in the United States, dating from 1610. "The City Different" is located at the foot of the Sangre de Cristo Mountains, nearly 7,000 feet above sea level. Santa Fe is renowned worldwide as a dynamic center for arts, science and cultures.

Our airport provides a full array of commercial and general aviation services for the community.

The Early years

Around 1920, there were several landing fields in the Santa Fe area that no longer exist. The original Santa Fe airport developed near what is now the New Mexico State Police Headquarters off Cerrillos Road. Only one runway was paved, extending 4,500 feet. There was a hangar and an office building, but no landing lights.

But in 1941, as the threat of war was increasing, the federal government began providing funds for the construction of airports. In January of that year, \$181,558 was allocated to create a new Santa Fe airport. The Army and Civil Aeronautics Administration engineers agreed on a 1,450 acre site in 1941 to build a new airport, "one which will permit the heaviest military aircraft to take off and land at this altitude." In February, the city secured options on the site and began to make plans to raise \$7,500 to pay for the land.

Bids for construction were let in April, 1941, and the winning bidder was San Ore Construction Company of Wichita, Kansas.

In May, the Santa Fe New Mexican gave the following description of the airport under construction: "The new government port will comprise an area with outside dimensions of nine miles with 480 acres graded and leveled. Five miles of runway, three miles surfaced, are planned. The runways, 150 feet wide, will withstand the strain of the heaviest bomber. The surface runways will represent more than 216,000 square yards of bituminous (tarmac) surfacing."

Construction was completed in May 1942 and testing of lighting began. The county was also working on a road to the airport. On June 3, 1942, Santa Fe received a half-million dollar asset from the federal government as J.D. Church of the Civil Aeronautics Administration delivered the recently completed airport and announced that additional improvements of \$200,000 were scheduled for the future. The additions would be for the taxiways and an extension on one runway to 9,100 feet. He said it was constructed as an auxiliary to the Army airport in Albuquerque and would probably see Army use.

As reported in the Santa Fe New Mexican, the "CAA spent \$484,000 on the field which spreads over an area of 2,200 acres provided by the city. There are three paved runways, each 6,300 feet long and 150 wide. They are connected by a maze of paved taxiways and a large concrete apron spreads in front of the administration building site. A complete lighting system illuminates the runways and signals fliers of wind direction and runway to use."

The city received the news in late December 1942 that there would be no administration building "for the duration." The WPA refused the city's request for priorities for the necessary building materials. Continental Airlines was using the new airport for some of its flights because of the conditions of the runways and lack of night lighting at the old airport. They had to run a telephone line and operate cars between the two airports. There was no building included, so the city council negotiated with Continental to build offices, quarters for radio equipment, and a waiting room. The airline was to finance the building.

The airport was used for transition training to B-24 bombers for the Army before the war was over. After the war, the airport was returned to the city for \$1.00. The first terminal building was also opened. The old airport was leased to Charles Boyd, owner of Boyd Aero Service during part of the 1940's and 50's.

The Growth Years

In 1955, the city wanted to build a larger terminal but could not float a large enough bond issue. They reached an agreement with Santa Fe County on December 27, 1955 to use its bonding capacity to build new runways and a tower-terminal building. The county approved the \$275,000 bond issue on January 31, 1956 by a countywide referendum. The agreement was for 20 years and the name was changed to, "Santa Fe County Municipal Airport." During that period, the airport was under control of both governmental bodies.

Construction of the new terminal was started in late January 1957 by Hesselden Construction Company of Albuquerque using the design of Wolgamood & Millington Architects of Santa Fe.

A description of the airport appeared on January 5, 1958 in the New Mexican said, "The massive project included extension and resurfacing of principal runways and taxiways, construction of the new parking and loading ramps and the construction of a new, modern terminal building. The work was financed by a \$385,000 county bond issue, with the federal government authorizing a maximum of \$499,000 in matching funds. Completion of the construction late in 1957 gives Santa Fe the finest airport in the Southwest for a community of this size."

"Commercial flights were conducted by both Continental and Trans-World Airlines, with 10 scheduled flights daily. Passenger travel by airliner approximated 2,000 per month." "In addition to the runways and the terminal building, physical facilities at the airport include four open hangars, twelve closed hangars and two large storage hangars. The terminal building includes a five-story tower which permits tower operators at the airport for the first time."

"The building itself, of Pueblo style, contains commodious space for airline ticket offices, a large lobby, quarters for Civil Aeronautics Administration communication center, the airport, manager's office, and space for a restaurant and cocktail lounge. The old structure which the new terminal building replaced, has been retained for use as a weather station for airport activities." The tower was actually commissioned in July 1958.

Through the years, there has been periodic maintenance and upgrades. There was significant work done to widen taxiways in 1961 and to resurface a runway in 1966.

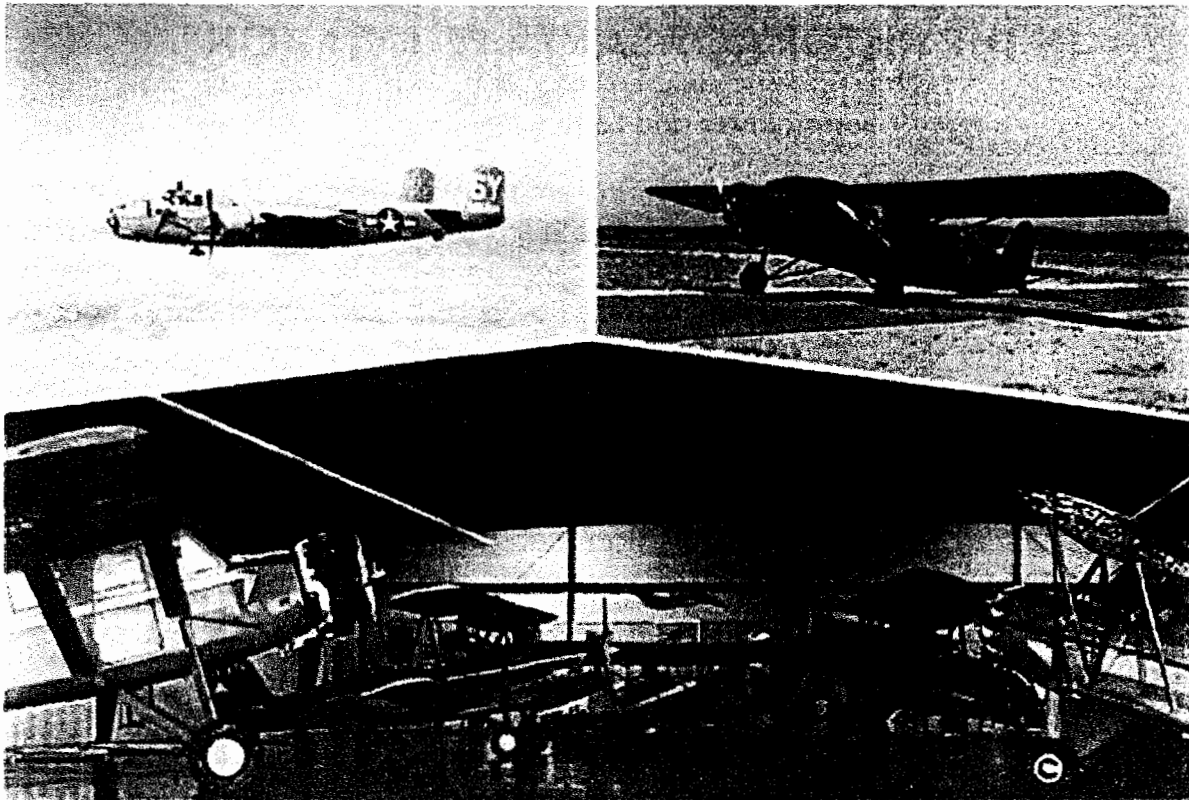
Residents of Santa Fe remember President John F. Kennedy arriving at the Santa Fe airport in the early 1960's. More recent arrivals have included President G.W. Bush and his wife, First Lady Barbara Bush, as well as President and Mrs. Bill Clinton.

Santa Fe Airport Continues to Develop

General aviation continued operations and historical aircraft began to call the airport home. The airport became the home of the Columbine II, one of President Dwight D. Eisenhower's planes. It was a Lockheed Constellation restored by Santa Fean Harry Oliver and Wyoming resident Mel Christler. Mr. Christler bought the plane from the Air Force in 1970, and was using it for parts until he found out its historic value in 1980. Eisenhower flew to Korea in the plane and also wrote his, "Atoms for Peace" speech while flying in Columbine II.

Starting in the late 70's Dave Allyn and P.C. Meister began readying vintage aircraft and aviation memorabilia and officially opened, **"Wings of Yesterday, Flying Air Museum,"** a living history museum, on May 31, 1976. There were two hangars connected to the main museum to house the antique planes. The museum had a large collection of aviation history and the owners held daily flying demonstrations of the aircraft. They also held an air show in 1978 which attracted over 30,000 spectators. Sadly, the museum building burned in 1982 and most of the memorabilia was lost. The hangars with the aircraft were saved, but the museum was forced to close.

Planes from the "Wings of Yesterday, Flying Air Museum"



A Fokker D-V11 (1918), Lockheed Electra Jr. 12-A (1938), Stinson Tri-Motor 6600-B, (1931), Navy N3N Biplane Trainer (1935), Crosley "Moonbeam" (1928), F-100 "Super Sabre" (1952), Grumman FM-2 Wildcat fighter (1941), Mitchell B-25 Bomber (1945), American Eagle B-31 (1935), A-36 Mustang I (1941), AT-6 "Texan" Trainer (1943), F-80 "Shooting Star" (1947), Stinson SM8-A (1928), and a Waco RNF (1931).

Santa Fe Airport in the New Century

Santa Fe Airport continues to provide outstanding commercial and general aviation facilities for the capitol of New Mexico. American Eagle began flights from Santa Fe Airport June, 2009 and continues today. Previous airlines serving Santa Fe included TWA, Trans Texas, United, Pioneer, Texas International, Continental and Frontier Airlines.

Airport manager Jim Montman was named 2002 Airport Manager of the Year by the Airport Managers Association of New Mexico. His accomplishments included obtaining federal grants for planned renovation of the terminal, rebuilding one of the runways, enhancing security, listening to and working with nearby residents and renegotiating a lease with the National Guard for maintenance facilities. In July 2002, the City Council approved the Santa Fe Municipal Airport Master Plan which provides for future work over the next 20 years.

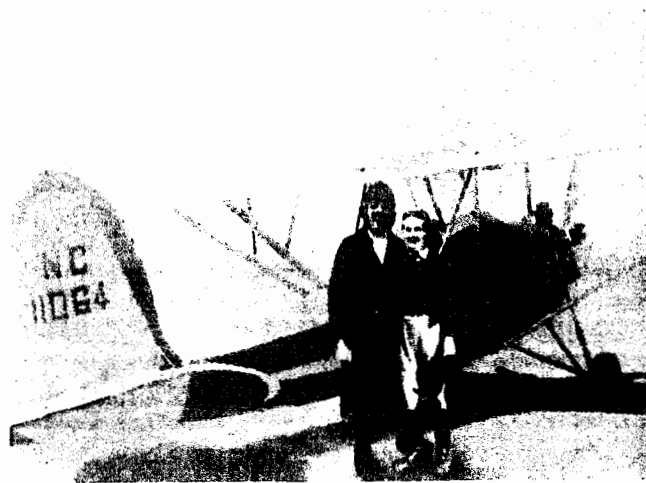
SIGNIFICANT EVENTS AND PEOPLE IN THE HISTORY OF SANTA FE AVIATION

Barnstormers and Early Air Mail

Beginning around 1911, barnstormers flew in from the Midwest or California to visit Santa Fe. They landed in nearby fields hoping that in the thin air of the 7,000 foot elevation, they wouldn't hit a sudden down draft. The tallest man-made obstacles that they had to be aware of was the pair of New Mexico Power and Light smoke stacks near Don Gaspar and Water Street at that time.

Ronald E. Gregg and his wife were barnstormers that flew a two-seat parasol-wing Nicholas Beazley light plane over the city. One day, Gregg hit a downdraft of wind and crashed the plane in the Santa Fe area to the point that it was no longer flyable. By 1937, the Beazley Aircraft Company had ceased production due to the Great Depression and no more of these aircraft were built.

Barnstorming continued, forging the pioneer spirit of flying until the late 1930s.

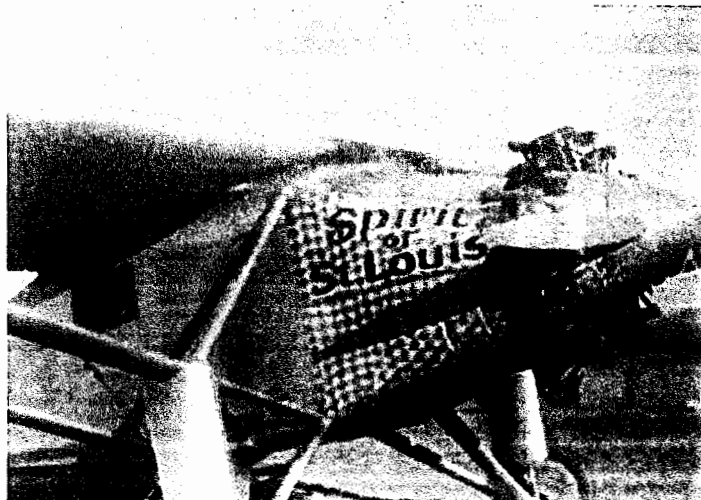
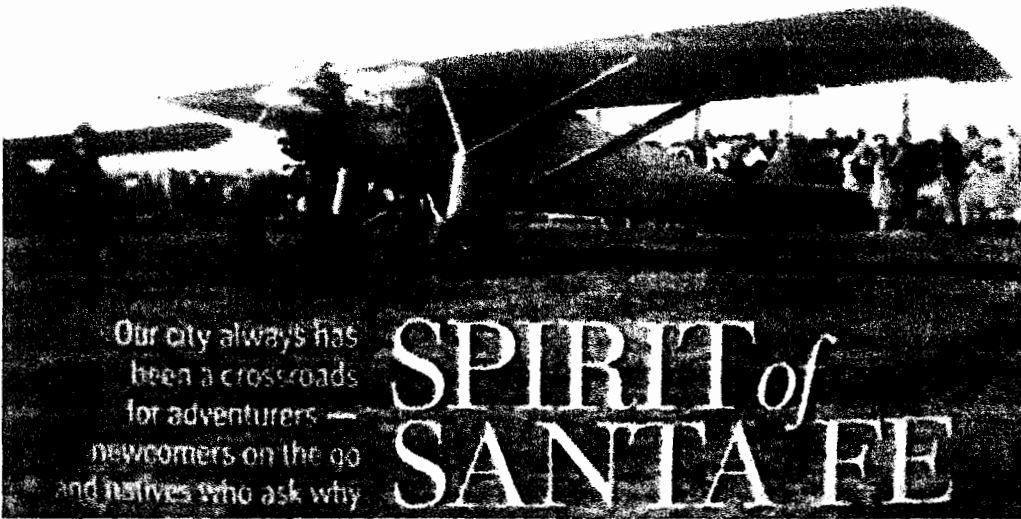


Circa 1938

Ronald and Mrs. Gregg with their Beazley airplane

Beginning around 1920, airmail service began, using an airstrip that a gang of prison inmates had hastily scratched into the dirt at the edge of town.

Lindbergh Visits Santa Fe



Charles A. Lindbergh lands his plane, *THE SPIRIT OF SAINT LOUIS*, in Santa Fe

Charles A. Lindbergh landed his monoplane, *The Spirit of St. Louis* in Santa Fe for a visit on September 25, 1929, four months after his historic 3,610 mile solo flight across the Atlantic Ocean.

"The Spirit of St. Louis" was designed by David Hall and was built by Ryan Airline Company. It was powered by a Wright-Whirlwind J-5C 223 hp engine. The fuel tanks were in front of the cockpit for safety in case of an accident. Lindbergh could not see directly ahead of the airplane except by using a periscope on the left side or by turning the airplane and looking out a side window.

According to the report from the *Santa Fe New Mexican*; when "Lucky Lindy", as he was called, made his approach over La Bajada, he "spied a row of autos buzzing along the road, and swooped down to a few feet above the ground and crow-hopped over

one after the other. He shot like an arrow over to the landing field, tumbleweed dangling from his tail skid."

After landing on an airstrip south of where present day St Michael's Drive meets Cerrillos Road, Lindbergh went to the Statehouse to give a speech. Thousands cheered as Lindbergh climbed the steps to declare that air travel was the future and that Santa Fe would have the same opportunities for air development as any other city, thanks to new aircraft engines that could conquer the city's high altitude.

During one of his flights in the area, Lindbergh's plane hit a downdraft from 200 feet above the ground and dropped down to 10 feet. He couldn't regain altitude so he landed nearby. In 1929, Lindbergh was the first to fly over archaeological sites in the Southwest photographing Chaco Canyon, Canyon de Chelly, the many Rio Grande ancient pueblo sites and others from the air.



An archeological photo taken by Lindbergh of Chaco Canyon

Santa Fe's F-111 Memorial



The F-111 "City of Santa Fe" is a Memorial Honoring the 18 USAF and US Navy Aviators Lost

The History of F-111F (70-2408) "City of Santa Fe"

The all-weather General Dynamics F-111 "Aardvark" was designed and manufactured as a medium range tactical interdiction fighter for use in low level high speed combat missions. Variants of the F-111 such as this F-111F were utilized in a variety of roles. Manufactured by General Dynamics - 1972

Units Assigned To:

Mountain Home AFB - 4590th TFS
Mountain Home AFB - 390th TFS "Boars"
RAF Lakenheath - 494th TFS "Panthers"
Cannon AFB - 524th TFS "Hounds of Heaven"
Cannon AFB - 524th TFS "Fireballs"
Retired in 1996 - Given to the City of Santa Fe

Key Operations:

Korean Tree Cutting Contingency - 390th TFS
Deployed to Taegu AB, South Korea
Desert Shield and Desert Storm - 494th TFS
Deployed to Taif AB, Saudi Arabia

F-111F "City of Santa Fe" Restoration

The F-111F arrived at Santa Fe Airport in 1996. After surviving 14 years in a harsh climate, she was badly in need of restoration. In August 2010, Airport Advisory Board Member, Bob Talarczyk, volunteered to spearhead the restoration project. With input from the National Museum of the USAF Restoration Facility at Wright Paterson AFB, Dayton, Ohio, Bob met with paint manufacturers and eventually recruited 13 highly experienced New Mexico volunteers and the project commenced. It was completed 9 months later on May 5, 2011. The project was financed by the extraordinary efforts of Troy Padilla, Santa Fe Air Center and Darkhorse Design, LLC, Santa Fe. Coronado Paint & Decorating, Skyland Aircraft, Inc. and others donated some of the requested needs.

After the completion of the F-111 restoration, the City Parks Department made many improvements to the park. On June 20, 2011, a well-attended BBQ fundraiser was held at the Airport Grill to raise funds which were collected by the Aviation Association of Santa Fe to purchase a marker honoring the F-111F Memorial. Santa Fe Aero Services volunteered to match the funds collected to complete the project. Through the efforts of James Montman, SF Airport Manager and Carolyn Cook, SF Airport Advisory Board Chairwoman, a memorial Plaque and Stone were erected.